

FOR TEACHERS ONLY

THE UNIVERSITY OF THE STATE OF NEW YORK

GRADE 8

INTERMEDIATE-LEVEL TEST SOCIAL STUDIES

RATING GUIDE

BOOKLET 2 DOCUMENT-BASED QUESTION (DBQ)

JUNE 2003

Mechanics of Rating

The following procedures are to be used in rating papers for this test. More detailed directions for the organization of the rating process and procedures for rating the examination are included in the *Test Manual for Administrators and Teachers for the Grade 8 Intermediate-Level Social Studies Test*.

Contents of the Rating Guide

For **Part III A** (scaffold questions):

- A question-specific rubric
- Sample responses for questions scored 0-2

For **Part III B** (DBQ) essays:

- A content-specific rubric
- Prescored answer papers. Score levels 5 and 1 have two papers each, and score levels 4, 3, and 2 have three papers each. They are ordered by score level from high to low.
- Commentary explaining the specific score awarded to each paper
- Five prescored practice papers

Rating the Part III B Essay Question

(1) Follow your school's procedures for training raters. This process should include:

Introduction to the task—

- Raters read the task
- Raters identify the answers to the task
- Raters discuss possible answers and summarize expectations for student responses

Introduction to the rubric and anchor papers—

- Trainer leads review of specific rubric with reference to the task
- Trainer reviews procedures for assigning holistic scores, i.e., by matching evidence from the response to the rubric
- Trainer leads review of each anchor paper and commentary

Practice scoring individually—

- Raters score a set of papers independently without looking at the scores and commentaries provided
- Trainer records scores and leads discussion until the raters feel confident enough to move on to actual rating

(2) When actual rating begins, each rater should record his or her individual rating for a student's essay on the rating sheet provided, *not* directly on the student's essay or answer sheet. The rater should *not* correct the student's work by making insertions or changes of any kind.

(3) Each essay must be rated by at least two raters; a third rater will be necessary to resolve scores that differ by more than one point.

Rating the Part IIIA (Scaffold) Questions

- (1) Follow a similar procedure for training raters.
- (2) The scaffold questions need only be scored by one rater.
- (3) The scores for each scaffold question may be recorded in the student's test booklet.

The scoring coordinator will be responsible for organizing the movement of papers, calculating a final score for each student's essay, recording that score on the student's Part I answer sheet or on the back cover of the test booklet 2, and determining the student's final examination score. The chart located at the end of these scoring materials must be used for determining the final test score.

Grade 8 Intermediate-Level Social Studies
Part IIIA Specific Rubric
Document-Based Question—June 2003

Document 1A

By 1825, the Erie Canal gave another boost to New York's already busy seaports. Commercial vessels could now travel north up the Hudson River all the way to Lake Erie. This new waterway not only connected the Atlantic Ocean to the Great Lakes, it caused a terrific boon [increase] in industry all along the Hudson River and made New York's ports and harbor more valuable than ever.

Between 1830 and 1860, New York City grew at an astounding rate. . . .

Source: Virginia Schomp, *New York Celebrates the States*, Benchmark

Document 1B

Prior to construction of the canal, New York City was the nation's fifth largest seaport, behind Boston, Baltimore, Philadelphia and New Orleans. Within 15 years of its opening [Erie Canal], New York [City] was the busiest port in America, moving tonnages greater than Boston, Baltimore and New Orleans combined. . . .

Source: New York State Canal Corporation

1a Based on the documents, state *one* way the Erie Canal affected the economic growth of New York State.

Score of 1:

- States one way the Erie Canal affected the economic growth of **New York State**
Examples: connected the Atlantic Ocean to the Great Lakes; increased industry all along the Hudson River; New York City became the busiest port in America

Score of 0:

- Incorrect response
Example: New York became less busy.
- Vague response that does not answer the question
Example: Transportation is an important industry.
- No response

1b Based on the documents, state *one* way the Erie Canal affected the economic growth of New York City.

Score of 1:

- States one way the Erie Canal affected the economic growth of **New York City**
Examples: New York City became a very busy port; New York became a more valuable port; the city had a booming economy

Score of 0:

- Incorrect response
Example: Economic growth declined.
- Vague response that does not answer the question
Example: New York City is a very large city.
- No response

Document 2

**Shipping Freight During
the Erie Canal Era
(New York City to Buffalo)**

	Dirt Road	Canal
Method	Wagon	Boat
Amount of Time	21 Days	8 Days
Cost	\$100/ton	\$10/ton

Source: James Silver, *American History Activities*,
The Center for Applied Research in Education (adapted)

2a According to this chart, how many days did it take to ship freight from New York City to Buffalo using the Erie Canal?

Score of 1:

- States that it took **8** days

Score of 0:

- Incorrect response
Example: States that it took **21** days
- Vague response that does not answer the question
Example: It costs less to ship freight using the canal.
- No response

2b Using information from the chart, state *two* economic advantages of using the Erie Canal instead of dirt roads to transport freight during the canal era.

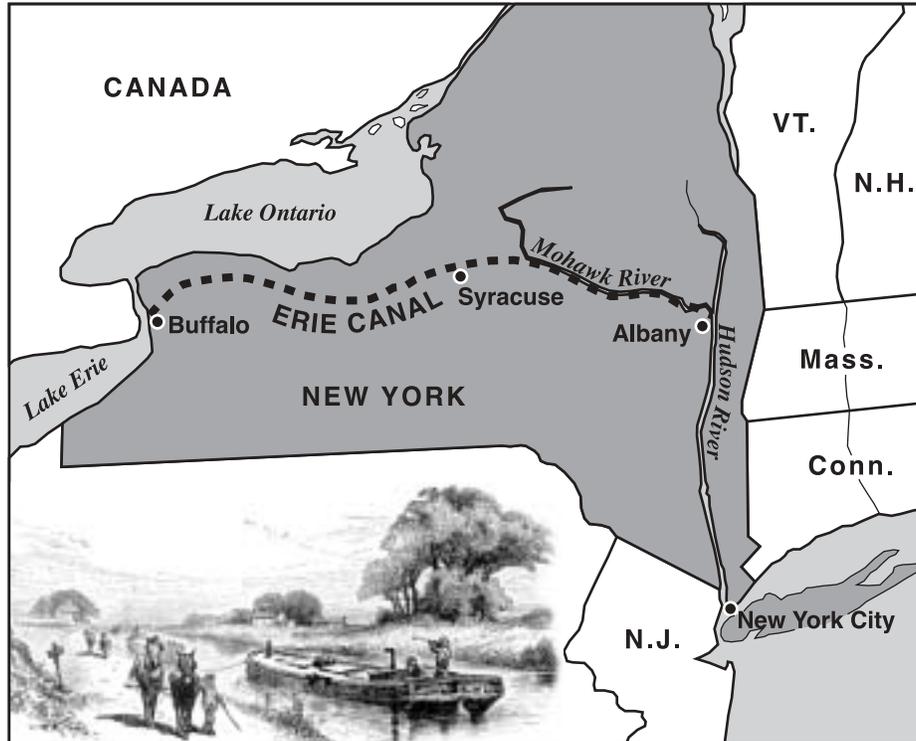
Score of 2 or 1:

- Award 1 credit (up to a maximum of 2 credits) for each advantage of using the Erie Canal
Examples: Costs went down from \$100/ton to \$10/ton; time went down from 21 days to 8 days

Score of 0:

- Incorrect response
Examples: Costs went up; amount of time went up
- Vague response that does not answer the question
Example: More cargo got moved.
- No response

Document 3



Source: James Silver, *American History Activities*,
The Center for Applied Research in Education (adapted)

3 Based on the map, state *one* way the Erie Canal was important to the economic growth of the United States.

Score of 1:

- States one way the Erie Canal was important to the economic growth of the United States

Examples: It connected the Atlantic Ocean with the Great Lakes.

Large cities developed along the canal route.

It increased the travel of people.

It made it easier for people to travel west.

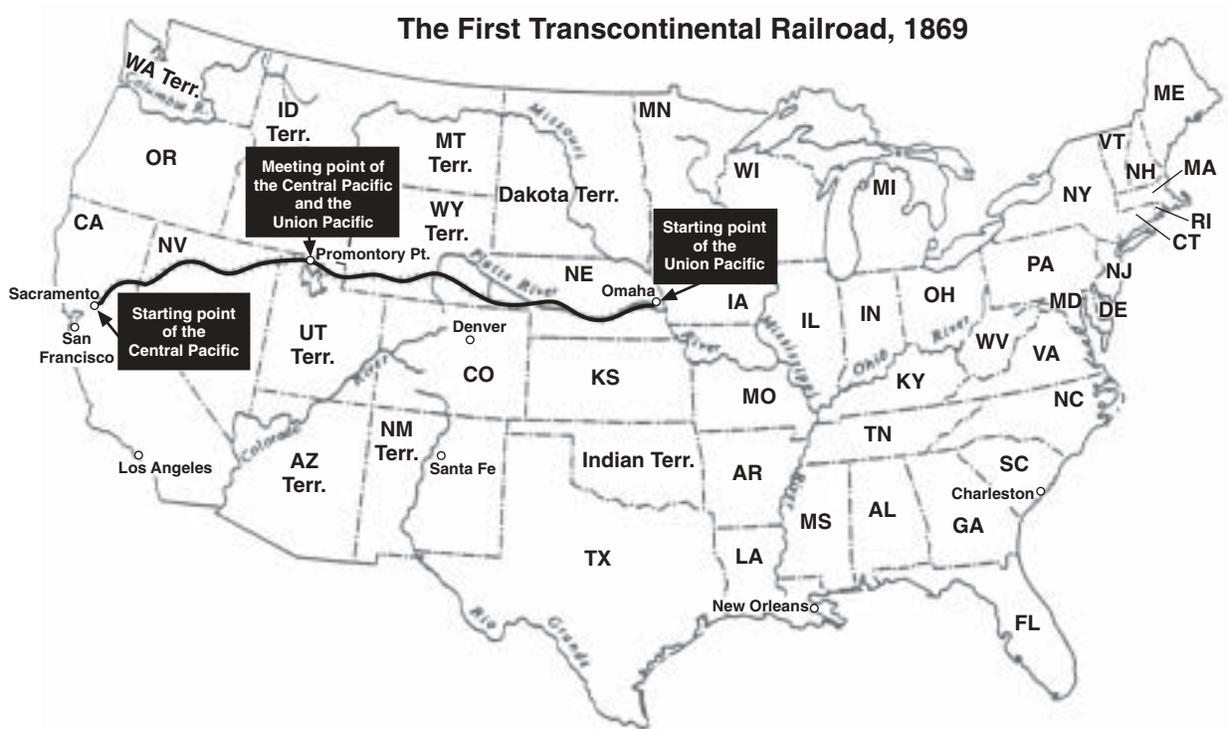
More goods could get to market quicker.

It connected New York City with cities on the Great Lakes.

Score of 0:

- Incorrect response
Example: It limited the ability to move goods.
- Vague response that does not answer the question
Example: It was pleasant to travel on the waters.
- No response

Document 4



Source: James F. Silver, *American History Activities*, Center for Applied Research in Education (adapted)

4 According to this map, how did the completion of the first transcontinental railroad benefit economic growth in the United States?

Score of 1:

- States how the completion of the first transcontinental railroad benefited economic growth
Examples: It created a rail line from Omaha to Sacramento.
Cargo could now be shipped across the country.
It was easier for settlers to move west.
It provided work for immigrants.
Products could now be shipped east.

Score of 0:

- Incorrect response
Example: It did not affect economic growth.
 - Vague response that does not answer the question
Example: The United States is a very large country.
- No response

Document 5

Population of Western Cities

City	1860	1890
Denver	2,603	106,713
Omaha	1,883	140,452
Portland	2,874	46,385
San Francisco	56,802	298,997

Source: Population Abstract of the United States
(from *Creating America*, McDougal Littell)

5 What does this chart show about the effect of the transcontinental railroad on the population of western cities?

Score of 1:

- States the effect the transcontinental railroad had on the population of western cities as shown on the chart
Examples: The population of western cities greatly increased; more people moved to these cities; these cities grew

Score of 0:

- Incorrect response
Example: The railroad did not affect population.
- Vague response that does not answer the question
Example: The population of western cities was mostly immigrants.
- No response

Document 6

From the West, the railroads carried eastward such raw materials as lumber, minerals, livestock, and grain. In midwestern cities like St. Louis, Chicago, Minneapolis, and Cleveland, the raw materials were processed. Grain was milled into flour. Hogs became bacon and hams. Cattle became beef. Iron ore was converted into steel. Lumber was cut into wood for housing. The processed goods were shipped by rail to eastern cities. From eastern cities, in turn, came manufactured goods, which were sold to westerners. . . .

Source: Lorna Mason et al., *America's Past and Promise*, McDougal Littell

6 Based on this passage, state *two* ways the railroads influenced economic growth in the United States.

Score of 2 or 1:

- Award 1 credit (up to a maximum of 2 credits) for each way the railroads influenced economic growth
Examples: Railroads carried raw materials eastward; railroads carried manufactured goods westward; the meat packing industry increased; flour was milled in factories

Score of 0:

- Incorrect response
Example: The railroads did not influence economic growth.
- Vague response that does not answer the question
Example: The railroads were controlled by robber barons.
- No response

Grade 8 Intermediate-Level Social Studies
Part IIIB—Content-Specific Rubric
Document-Based Question—June 2003

Historical Context:	During the 19th century, construction of the Erie Canal and the transcontinental railroad led to economic growth in the United States.
Task:	Discuss how the Erie Canal and the transcontinental railroad led to economic growth in the United States

Key Ideas from Documents

How the Erie Canal Led to Economic Growth	How the Transcontinental Railroad Led to Economic Growth
Connected cities on the Atlantic Ocean to cities on the Great Lakes (doc 1 and 3)	Connected Omaha to Sacramento; connected major cities across the country (doc 4)
Led to growth of New York City as a seaport; caused boom in industry along Hudson River (doc 1)	Led to increased population in western cities (doc 5)
Reduced travel and shipping times; lowered the cost of shipping (doc 2)	Resulted in large amounts of cargo moving in both directions; raw materials were shipped eastward, processed, and shipped to eastern cities; manufactured goods from eastern cities were sold to westerners (doc 6)
Provided new way to move freight in New York (doc 1, 2, and 3)	

Relevant Outside Information

(This list is not all-inclusive.)

Increase in population along both the canal route and the railroad	Establishment of major cities on the canal (Albany, Utica, Syracuse, Rochester, Buffalo)
Increased settlement of the west (Homestead Act of 1862)	Increased pace of statehood for remaining territories in the western United States
Advances in technology; inventions	Provided work for immigrants
More conflicts with Native American Indians as the white population increased	Increased immigration to newly developed lands in the West; movement of immigrants to Midwest and West

Scoring Note: For this document-based question, relevant outside information may include an expansion of key ideas in the documents as well as the introduction of new information.

Score of 5:

- Thoroughly addresses both aspects of the task by discussing how the Erie Canal and the transcontinental railroad led to the economic growth of the United States
- Incorporates accurate information from at least *four* documents (see Key Ideas Chart)
- Incorporates relevant outside information related to how the Erie Canal and the transcontinental railroad led to the economic growth of the United States (See Outside Information Chart)
- Richly supports the theme with many relevant facts, examples, and details; is more analytical than descriptive
- Is a well-developed essay, consistently demonstrating a logical and clear plan of organization
- Introduces the theme by establishing a framework that is beyond a simple restatement of the historical context and concludes with a summation of the theme

Score of 4:

- Addresses both aspects of the task, although the treatment of the different aspects of the task may be uneven, e.g., the discussion of the Erie Canal might be more complete than the discussion of the transcontinental railroad
- Incorporates accurate information from at least *four* documents
- Incorporates relevant outside information related to how the Erie Canal and the transcontinental railroad led to the economic growth of the United States
- Includes relevant facts, examples, and details; may be more descriptive than analytical
- Is a well-developed essay, demonstrating a logical and clear plan of organization
- Introduces the theme by establishing a framework that is beyond a simple restatement of the historical context and concludes with a summation of the theme

Score of 3:

- Addresses both aspects of the task in a limited way or addresses one aspect of the task fully
- Incorporates some information from the documents
- Incorporates limited or no relevant outside information
- Includes some facts, examples, and details; may be more descriptive than analytical
- Is a satisfactorily developed essay, demonstrating a general plan of organization
- Introduces the theme by repeating the historical context and concludes by simply repeating the theme

Score of 2:

- Addresses at least one aspect of the task, e.g., includes a weak discussion of how the Erie Canal led to the economic growth of the United States and almost no discussion of the transcontinental railroad
- Makes limited use of the documents *or* may only restate the contents of the documents
- Presents little or no relevant outside information
- Includes few facts, examples, and details; may include some inaccuracies
- May demonstrate a major weakness in organization; may lack focus; may contain digressions; may not clearly identify which aspect of the task is being discussed
- May lack an introduction and/or conclusion *or* these elements may not refer to the theme

Score of 1:

- Shows a very limited understanding of the task
- Makes vague, unclear references to the documents
- Presents no relevant outside information
- Includes few or no relevant facts, examples, and details
- May demonstrate a major weakness in organization; may lack focus; may contain digressions; may not clearly identify which aspect of the task is being discussed
- May lack an introduction and/or conclusion *or* these elements may not refer to the theme

Score of 0: Fails to address the task, is illegible, or is a blank paper

During the 1800's the United States had many new inventions that led to the growth of the economy. Two new inventions were the Erie Canal and the Transcontinental railroad. They were used for shipping and trading goods. Because of how quick the shipping and trading took place on the railroad and canal the American economy grew much stronger than it was in the years before.

The Erie Canal was built in 1825. It was a waterway that stretched from Albany to Buffalo. This canal connected the Atlantic Ocean to the great lakes and made New York Harbor very popular for trade vessels. Many ships from other states and other countries came to buy and sell goods which was one reason why the American economy grew strong. Because of so much trade going on the canal made New York's waterway more valuable than ever before. The Erie canal made shipping goods cheaper and quicker. This way farmers or industries would not go out of business because it sped the need for shipping and the industry was strong so was the

economy. The Erie Canal was also very fast at shipping. By dirt road I could take 21 days to ship goods but with the canal it took 8 day delivery. Because of such prompt delivery people began to buy more goods raising the American Economy. These were some ways of how the Erie Canal helped boost the American Economy.

Another great help to the economy was the Transcontinental railroad. It ran from Sacramento to Omaha. The railroad shipped goods like cattle pigs and steel to be processed and sold.

The Transcontinental railroad like the Erie Canal made shipping quicker and easier than before. Because the railroad traveled so fast farmers cattle owners and people who owned steel mines earned more money gradually raising their incomes and as the farmers and other business men earned more the economy grew because a increase in spending for buying more land for farming, more or for the cattle to graze. Because of so much money was given to the Transcontinental other companies made railroads giving more money to the government.

As the railroad grew so did the cities it passed through. Towns with low populations suddenly became boom towns where thousands of new homes bought land and houses. He started a new life. The railroad caused an increase in business that attracted people to go live there. The people would buy goods sell items or even have restaurants and inns where the train crew could eat and sleep. These new opportunities made town's population "go through the roof" for example Omaha had a population of 1,883 but because of the boom its population grew to 140,452. To take advantage of these new areas the government incorporated new laws and taxes. With this new income the economy grew at an exponential rate. This is why the transcontinental railroad was important to the United States economy.

In conclusion the Erie Canal and the Transcontinental railroad helped raise the American economy a great deal. It helped improve American life by making goods cheaper and arriving quicker. These ways of transportation were stepping stones for the use of new transportation for trading like using planes and trucks for trade.

Anchor Level 5-A

The response:

- Thoroughly addresses both aspects of the task by discussing the impact of the Erie Canal and the transcontinental railroad on the economic growth of the United States
- Incorporates accurate information from all the documents
- Incorporates some relevant outside information related to the economic effects of the Canal on farmers and industries and the effects of the railroad on western towns as well as the government's response to the economic expansion caused by the railroad (new laws and taxes)
- Richly supports the theme with many relevant facts, examples, and details (Erie Canal connected the Atlantic Ocean to the Great Lakes; made New York Harbor very popular for trade vessels; canal and railroad made shipping goods cheaper and quicker than before; cities grew; increase in business along the railroad; Erie Canal made New York's waterways more valuable; railroad shipped cattle, pigs, and steel)
- Is a well-developed essay, consistently demonstrating a logical and clear plan of organization
- Introduces the theme by discussing the economic impact of the Erie Canal and the transcontinental railroad on the United States and concludes with a summary of the theme

Conclusion: Overall, the response fits the criteria for Level 5 by discussing the impact of the Erie Canal and the transcontinental railroad on the economic growth of the United States in the 19th century. The conclusion relates the improvements made by the Erie Canal and the railroad to future modes of transportation. Although this response is somewhat repetitive, it is more analytical than descriptive.

The developments of the Erie Canal and transcontinental railroads spurred a new era in American history. During this time our country had not yet been on the map a century. The new innovations of railroads and canals helped the U.S. grow economically, as well as physically.

Thanks to the building of these engineering marvels, the U.S. made its mark in the world and grew into what it is today.

As seen in the documents, the Erie Canal had quite an impact in the Northeast. As read in Document 1, the Erie Canal spurred the growth of New York State by the increase in commercial

traffic between the Great Lakes and the Atlantic Ocean. New York City's port was the "busiest port in America." More items were transported by the Hudson River and industry grew up along the region.

As seen in Document 3, major cities also dotted the area around the Erie Canal. These cities, like Buffalo and Syracuse, are still there today because they benefited off of trade.

The transcontinental railroad had an equally powerful impact on the West, as seen in the documents. Goods mined, taken from the forest, or grown, were brought by way of the transcontinental railroad, as seen in Document 4, to Mid-Western cities like

Omaha. As a result industries grew up. Trains brought back supplies for the settlers. As seen in Document 5, populations of cities grow. These cities are still important today. Both the Erie Canal and transcontinental railroad helped the U. S. The new industries provided jobs for new immigrants. These advances of their time enabled the U. S. to become a world power. After completing Manifest Destiny, we would look to expand overseas. We owe a lot to the transcontinental railroad and Erie Canal. They established today's America.

Anchor Level 5-B

The response:

- Thoroughly addresses both aspects of the task by discussing the impact of the Erie Canal and the transcontinental railroad on the economic growth of the United States
- Incorporates accurate information from documents 1, 3, 4, 5, and 6
- Incorporates relevant outside information related to the economic value of the canal and trains (impact of new modes of transportation on immigrants; role of Manifest Destiny in the expansion of the United States)
- Richly supports the theme with many relevant facts, examples, and details (increase in commercial traffic between the Great Lakes and the Atlantic Ocean; New York City's port was the busiest port in America; industries and populations of cities grew as a result of the railroad)
- Is a well-developed essay, consistently demonstrating a clear and logical plan of organization
- Introduces the theme by referring to the canal and the railroad's place in the history of the American nation and concludes with a summary that puts the two advances into historical context

Conclusion: Overall, the response best fits the criteria for Level 5. The response uses relevant examples from the documents as well as interesting outside information to explain how the Erie Canal and the transcontinental railroad affected the United States economy in the 19th century.

During the 19th century the construction of the Erie Canal was completed. Also, many transcontinental railroads were built. This led to great economic growth in the United States.

The Erie Canal was built connecting Lake Erie and the Hudson River. This brought prosperity to ~~the~~ New York State. There was a boom or increase in industry all along the Hudson River. New York's ports and harbor became more valuable than ever. New York ~~and its~~ City and its seaport grew at an astounding rate. Before the construction of the Erie Canal New York^{city} was the nation's fifth largest seaport, but within 15 years of the ~~Erie~~ Erie Canal being built, it was the ~~base~~ busiest and largest in America.

The Erie Canal also brought ~~economical~~ economic growth to the United States as a country. Trade increased. the canal linked the

the ~~wester~~^{central} part of the country to the Atlantic ocean. The central part of the U.S. or the bread basket as it is called could ship more goods, such as wheat to the eastern U.S., and other countries. This meant more money and more goods from other countries. It was also much quicker to ship things by the canal than it was to use roads.

The construction of transcontinental Railroads railroads also brought economic growth to the United States. These railways linked the whole country. The east and the west were able to trade more. The West shipped raw materials, such as lumber to the east, on railroads. On the Railroads the East shipped manufactured goods to the West. This was much quicker than roadways.

The construction of railways also effected the ~~popor~~ population in the West. Because western

States, such as California, were more accessible many more people, such as ~~mostly~~ immigrants, moved there. As the population grew, so did the economy.

In conclusion, the construction of the Erie Canal and transcontinental ~~ra~~ railways led to economic growth in the United States. The Erie Canal brought money to New York state and the U.S. It linked Central U.S. to the rest of the world. ~~Trans~~ Railroads helped increase trade and and population in the United States. As you have read, the Erie Canal and the transcontinental railroads were definitely positive attributes in the United States economy.

Anchor Level 4-A

The response:

- Addresses both aspects of the task by discussing the impact of the Erie Canal and the transcontinental railroad on the economic growth of the United States
- Incorporates accurate information from documents 1, 2, 3, 5, and 6
- Incorporates relevant outside information (Canal linked central part of United States to the Atlantic Ocean; bread basket; Western States accessible to immigrants)
- Includes relevant facts, examples, and details (Canal brought prosperity to New York State; could ship more goods such as wheat to the eastern United States and other countries; increase in industry and trade; linkage of the country; increased settlement of the West)
- Is a well-developed essay with a logical and clear plan of organization
- Introduces the theme by restating the historical context and concludes with a summation of the theme

Conclusion: Overall, the response best fits the criteria for level 4. While the discussion is more descriptive than analytical, it thoroughly incorporates information from the documents and uses appropriate outside information.

The Erie Canal and the Transcontinental railroad led to the economic growth in the United States.

The building of the Erie Canal was often nicknamed "Clinton's ditch". People in America thought it was an unnecessary project the government was ~~beginning~~ beginning. It took a very long time to build, and many people died while working on it, often due to the ~~heat~~ extreme heat in the summer, and the freezing ~~and~~ cold ~~and~~ weather in the winter. Many did not see the advantages the U.S. would soon gain by having the Erie canal in New York state.

When railroads were first coming out in the U.S. they caused a great deal of problems also. They were unsafe and there were a number of cases where the train came off the tracks. Railroads however, were improved, and soon after, they became a very important mean of transportation, and a important factor in the economic growth of America.

The Erie Canal stretches across New York

State, starting near Buffalo and going Eastward near Albany, where it suddenly hooks onto the Hudson River going down into New York city. Document 3 shows ~~this~~ this pathway of the Erie canal.

The Erie canal helped the U.S. economy incline greatly, because it gave New York a way to export and import ~~the~~ products at a faster rate, and at a lower price. By road it took \$90.00/ton ~~to~~ ~~ship~~ more than canal. ~~The~~ The money and the time saving helped to increase the economic growth in America. (Doc. 2)

The Erie canal also helped New York City's seaport at an ~~amazing~~ astounding rate. Before the building of the Erie canal, ~~the~~ document 1 states, New York City's seaport was the fifth largest in the country. After the Erie canal was built, within ~~the~~ 15 years it was number ~~one~~ one, and New York City was importing and exporting more goods ~~than~~ than Boston, Baltimore, and New Orleans combined. ~~There were~~

which were three of the top four seaports in the U.S. prior to the building of the Erie Canal.

Document four is a map which shows the ~~the~~ United States' First ~~Transcontinental~~ ^{Transcontinental} railroad. This economic "booster" stretch from Sacramento, California to Omaha, NE.

The Transcontinental railroad led to more settlement growth in the Western states.

Between ~~the~~ 1860 and 1890 the population in ~~the~~ Western ^{cities} ~~states~~ grew ~~at~~ a lot. (Doc. 5)

Railroads ~~could~~ ~~not~~ could often be seen as something that increased Nationalism, because states had to depend upon each other. Document 6 shows how raw products were often shipped by ~~the~~ railroads from the West to the East. These products were first stopped in the Middle Eastern states to be processed, then ~~sent~~ sent by railroad to be manufactured by the ~~the~~ Eastern states. These products were sold all over the United States.

In conclusion the Erie Canal and the railroads helped to increase the economic

growth in America, and helped to make
the U.S. the "roaring" and successful
country it is today.

Anchor Level 4-B

The response:

- Addresses both aspects of the task by discussing the impact of both the Erie Canal and the transcontinental railroad on the economic growth of the United States
- Incorporates accurate information from all the documents
- Incorporates outside information, including both descriptive and analytical elements (comparison of growth of New York City with that of other cities; railroads increased nationalism because states had to depend on each other)
- Includes relevant facts, examples, and details (money and time savings; connected waterways; growth of population; coast-to-coast shipping)
- Is a well-developed essay with a logical and clear plan of organization
- Introduces the theme by repeating the historical context and concludes with a summary that refers to the success of the country today

Conclusion: Overall, the response fits the criteria for a Level 4, although more emphasis is placed on the Erie Canal. The organizational plan is sound, but the introduction and conclusion could be better developed. The minor inaccurate reference to "Middle Eastern states" instead of Mid-western cities does not warrant a change in score.

Both the Erie Canal and the Transcontinental Railroad were great ways of transportation in the 19th Century. They both provided economic growth in the United States.

The Erie Canal gave an increase in New York State's seaports (Doc 1). The Erie Canal ran along the Hudson River and through Syracuse, Albany, and to Buffalo. Commercial boats could now provide more goods throughout the state. New York City also became one of the busiest seaports and transported more goods than Boston, Baltimore, and New Orleans put together. New York City also grew in population by the Erie Canal. Many people would go and visit New York City, find a job, and begin to work there. It was easy to find a job there because of the economic growth that the Canal was causing. The Erie Canal also provided economic growth because of how cheap it was, along with how short the trips were.

(Doc. 2). To carry goods on the Erie Canal it would only cost ten dollars per ton, while traveling on a dirt road it would cost up to one hundred dollars per ton. Another advantage to the Erie Canal was it would only take eight days to travel from Albany to Buffalo. These advantages are what caused economic growth in New York State. If people could find a faster and cheaper way to transport their goods throughout New York, it would be the Erie Canal.

The first Transcontinental Railroad was also established in the 19th Century and provided economic growth. One great advantage of this railroad was that it settled the west (Doc. 5). In 1860, Denver's population was two thousand six hundred three and went up to one hundred six thousand seven hundred thirteen, in 1890. Also, in Omaha the population was one thousand eight hundred eighty-

three, and in 1890 it became one hundred forty thousand four hundred fifty two. By these two examples, it shows that by developing this railroad more settlers were traveling and buying land in the west. The most important advantage with having the Transcontinental Railroad was how raw materials would be manufactured and sold (Doc. 6). This railroad would carry lumber, grain, hogs, cattle, iron, and much more. By having this railroad the western cities could ship the materials to eastern cities, have them manufactured and sold. The lumber would become wood for building, hogs become ham and bacon, cattle become beef, iron was made into steel, and so on. This was one of the most important advantages because this railroad is what really boosted economic growth. It was an easier way for many people in the west and east to make money. By manufacturing and

selling the goods in the east, it was allowing people in both the east and west the ability to make money.

During the 19th Century, many types of transportation were developed, but not like the Transcontinental Railroad and Erie Canal. These were the two types of transportation that really played an important role in helping the United States grow economically.

Anchor Level 4-C

The response:

- Addresses both aspects of the task with a thorough discussion of the impact of the Erie Canal and the transcontinental railroad on the economic growth of the United States
- Incorporates accurate information from documents 1, 2, 5, and 6
- Incorporates limited outside information (more settlers were traveling and buying land in the west)
- Includes relevant facts, examples, and details (New York City became one of the busiest seaports; by having this railroad, the western cities could ship the materials to eastern cities, have them manufactured and sold) but is more descriptive than analytical
- Is a well-developed essay, demonstrating a logical and clear plan of organization.
- Introduces the theme by restating the historical context and concludes with a summation of the theme

Conclusion: Overall, this response meets the criteria for Level 4. The response uses information from the documents in a comprehensive and meaningful way.

The construction of the Erie Canal and the Transcontinental Railroad led to great economic growth throughout the United States. Their construction meant new opportunities for many people.

The construction of the Erie Canal meant a huge economic boom for all of New York (Doc 1). For example, New York went from having the fifth busiest seaport to having the busiest seaport. The cities also grew at astonishing rates. At the time before the canal, it would cost \$100/ton to go from Albany to Buffalo on a dirt road (Doc 2). After the canal was created the same distance only cost \$10/ton on the canal.

The Transcontinental Railroad brought great economic growth to the United States. The

railroad gave great economic benefits to the west. The railroad meant things could be shipped faster and cheaper. Some materials that were shipped were lumber, minerals, livestock, and grain (Doc 6). The economic growth in the west meant population growth. The changes in population were great. In 1860 Omaha's population was 1,883; in 1890 the population grew to 140,452 (Doc 5).

Economic growth occurred in the United States because things like the Erie Canal and Transcontinental Railroad were created. These things benefit and affect the country.

Anchor Level 3-A

The response:

- Addresses both aspects of the task in a limited way
- Incorporates some information from documents 1, 2, 5, and 6
- Incorporates a little outside information (railroad meant things could be shipped faster and cheaper)
- Includes some facts, examples, and details (busy seaport in New York City; growth of cities; increased population in the West; more cargo shipped)
- Demonstrates a general plan of organization
- Introduces the theme going somewhat beyond the historical context and concludes by repeating the theme

Conclusion: Overall, the response best fits the criteria for Level 3. Both aspects of the task are addressed but in a limited way. The response accurately interprets the documents.

During the 19th Century, the construction of the Erie Canal and the transcontinental railroad led to the economic growth of the United States. Both affected the economic growth greatly.

The Erie Canal affected New York State and also New York City tremendously. In 1825, the canal gave a boost to New York's already busy ports. It caused a terrific increase in industry all along the Hudson River and made New York's ports and harbor more valuable than ever. New York City and its seaport grew at an astounding rate and was the busiest port in America. It was moving more goods than Boston, Baltimore, and New Orleans combined!

Then came the transcontinental Railroad in 1869. From the West, the railroads carried raw materials eastward such as lumber, minerals, livestock and grain. In the midwestern cities, this raw material was processed. For example, grain was milled into flour, hogs became bacon and hams, and iron ore was converted into steel. Then these processed goods were shipped by rail to eastern cities. In return, there came manufactured goods which were sold to westerners.

During the travel of the Canal Era from Albany to Buffalo, the method of using the Canal was more successful than dirt road. Using dirt road, it took 21 days. Using the Canal it only took 8 days! Also, by using the Erie Canal,

it cost less. Using dirt roads cost \$100/ton and using the Erie Canal it only cost \$10/ton.

The population in Western cities grew greatly also because of the transcontinental railroad. Western cities such as Denver, Omaha, Portland and San Francisco's populations increased greatly between the years of 1860 to 1890.

The Erie Canal and transcontinental railroad led to the economic growth of the United States. They are both easier and quicker ways of transportation and caused populations to grow more and more. If it weren't for these two successful ways of transportation, then the United States would not be how it is today.

Anchor Level 3-B

The response:

- Addresses both aspects of the task in a limited way
- Incorporates information from documents 1, 2, 5, and 6
- Incorporates no outside information
- Includes some facts, examples, and details (increases in ports; movement of cargo from east to west; less time and lower costs)
- Demonstrates a general plan of organization
- Introduces the theme by repeating the historical context and then expanding on it in the conclusion

Conclusion: Overall, the response best fits the criteria for Level 3. The discussion is much more descriptive than analytical; the information provided is essentially a summary of the selected documents.

During the 19th century, the construction of the Erie canal and the transcontinental railroad changed the growth of the United States.

The Erie canal had a big effect on the United States. There was an increase in industry all along the Hudson River and made New York's port and harbor more valuable than ever. In New York City it became the busiest port in America, moving more goods than Boston, Baltimore, and New Orleans combined. The canal was also a lot cheaper, took less time and used less animals than the dirt road. People could take more goods with them and get there faster using the Erie Canal.

The transcontinental railroad also had a big effect on the economic growth because it ~~was~~ also made it easier and faster. The population increased a lot.

from 1860 - 1890
By building the Erie canal and transcontinental railroad it ~~was~~ was a big accomplishment in the economic growth of the United States.

Anchor Level 3-C

The response:

- Addresses both aspects of the task in a limited way with more discussion of the Erie Canal than the transcontinental railroad
- Incorporates information from documents 1, 2, and 5
- Incorporates no outside information
- Includes some facts, examples and details (busier port in New York City; less time: lower costs; population increases in the West)
- Demonstrates a general plan of organization
- Introduces the theme by repeating the historical context and then restating it in the conclusion

Conclusion: Overall, the response best fits the criteria for Level 3. Both aspects of the task are addressed, but the treatment is uneven. The discussion is more descriptive than analytical.

During the 19th century America experienced an economic boost. This was the result of the creation of the Erie Canal and the Continental Railroad.

The Erie Canal was a waterway that stretched from the Hudson River in Albany to ~~the~~ Lake Erie in Buffalo. The Continental Railroad was a train track that ran from Sacramento CA. to Omaha NE.

Document 1 is a passage about the Erie Canal. It explains how New York's already busy sea ports became even more busy. It also sparked an economic boost in New York. Now commercial vessels could travel up the Hudson River to Lake Erie.

now
the
canal

explains

Document 2 is also on the Erie Canal. It is a chart comparing dirt road transport to the Canal.

It says that it cost \$100 ton on a Road but only \$10 ton on the water.
Document 3 is the last Document on the Erie Canal. It is a map showing the route the canal took from Albany to Buffalo. It also collides with the Mohawk River. The Map also shows the canal passing through Syracuse.

Anchor Level 2-A

The response:

- Addresses the task in a limited way, focusing on the Erie Canal
- Makes limited use of documents 1, 2, 3, and 4
- Presents no relevant outside information
- Includes some facts, examples, and details (Erie Canal sparked an economic boost in New York; the canal “collides” with the Mohawk River)
- Demonstrates a general plan of organization
- Introduces the theme by repeating the historical context but lacks a conclusion

Conclusion: Overall, this response best fits the criteria for Level 2. The facts from the first three documents are presented in list form and not well-integrated.

During the 19th ~~century~~ century the Erie Canal was made. It led to an economic growth of the United States. It made it easier to transport goods.

The ~~late~~ Erie Canal was very similar to ~~the~~ the railroad. They both transported goods and made money. More people used the Erie Canal because it was faster and cheaper to use rather ~~that~~ than transporting it by dirt roads. N.Y.C. was the nation's fifth largest seaport. People came from other countries to work and build the canals. People would take to canal from ~~we~~ wherever they lived and move to the United States. It helped make it easier to transport trade, same w/ railroads.

In conclusion Erie Canal and railroads were similar. The Canal led to economic growth to the United States. It also made it easier to transport goods.

Anchor Level 2-B

The response:

- Mentions both aspects of the task, but only addresses issues related to the Erie Canal
- Makes limited reference to documents 1 and 2
- Presents some relevant outside information (job opportunities for people; people came from other countries)
- Includes some facts, examples, and details (canal was faster and cheaper than dirt roads) and contains some inaccuracies (people took the canal and moved to the United States)
- Demonstrates a general plan of organization
- Includes a brief introduction and conclusion that restate the historical context

Conclusion: Overall, the response fits the criteria for Level 2. Only one aspect of the task is addressed, and only two documents are mentioned briefly.

THE ERIE CANAL AND THE TRANSCONTINENTAL RAILROAD INCREASED THE ECONOMIC GROWTH IN THE U.S.

My reasons to believe this are, as stated in Document #1, the ~~the~~ ERIE CANAL MADE IT SO NEW YORK WAS ~~THE~~ THE NATION'S FIFTH LARGEST SEA PORT.

ANOTHER EXAMPLE TO PROVE THIS STATEMENT IS, AS IT SAYS IN DOCUMENT #2, IT COST CHEAPER TO SEND GOODS IF YOU WENT BY CANAL. IF YOU WENT BY RAILROAD YOU WOULD BE PAYING A LOT OF MONEY TO SHIP SOMETHING.

ONE OTHER EXAMPLE IS, STATED IN DOCUMENT #3, YOU COULD NOW GO NORTH UP THE HUDSON TAKE THE CANAL AND GET TO LAKE ~~THE~~ ERIE.

THE FINAL EXAMPLE IS, STATED IN DOCUMENT #6, RAW MATERIALS WERE SHIPPED EASIER TO DIFFERENT CITIES AND MADE INTO DIFFERENT TYPES OF RESOURCES AND FOOD.

Anchor Paper – Document–Based Essay—Level 2 – C

IN CONCLUSION, MY EXAMPLES
FROM THE DOCUMENTS PROVE THAT THE
ERIE CANAL AND THE TRANSCONTINENTAL
RAILROAD DID INCREASE THE
ECONOMIC GROWTH IN THE U.S.

Anchor Level 2-C

The response:

- Addresses the task with a weak discussion of the impact of the Erie Canal and almost no discussion of the transcontinental railroad
- Briefly restates the contents of documents 1, 2, 3, and 6
- Presents no relevant outside information
- Includes only a few facts, examples, and details and contains an inaccurate assessment of document 2, comparing costs between the canal and the railroad
- Demonstrates a major weakness in organization and is presented in the form of a proof
- Introduces and concludes the theme by briefly repeating the historical context

Conclusion: Overall, the response fits the criteria for Level 2. It addresses the task in a limited way, citing examples without explaining their impact on economic growth.

The Erie canal and the transcontinental railroad led to economic growth in the United States. They led to economic growth because the Erie canal went through most of New York State. If people wanted to travel somewhere they could take the Erie canal to get there instead of taking a horse. If people took the Erie canal instead of horses it would be ~~easier~~ easier to get there. So most people would use it and with more people using the Erie the United States would make more money. They would make more money because the Erie would be crowded and have a lot of people using the system so they get more economic growth. So in that essay shows how the United States had a big economic growth by using the system of the Erie canal and the transcontinental railroad.

Anchor Level 1-A

The response:

- Shows a limited understanding of the task, addressing only one aspect of the task
- Makes vague references to documents 1, 2, and 3
- Presents no outside information
- Includes few relevant facts or details (they would make more money because the Erie would be crowded and have a lot of people using the system)
- Demonstrates a major weakness in organization
- Introduces and concludes the theme by restating the historical context

Conclusion: Overall, this response fits the criteria for Level 1. Very little information of substance is provided. The role of the transcontinental railroad is simply mentioned and then ignored while the information on the canal does little to address the task.

The Erie Canal and the transcontinental was very good transportation in the 19th century.

The Erie Canal was because it ran from one end of the United States to the other. It went from the great lakes to New York City. The Erie Canal was a great way to ship goods to all cities in the United States.

The transcontinental was good because it ran east to west. The railroad to raw materials from the western area to the eastern area. The western area made their own raw materials through.

That's how ~~that~~ those two transportations work. They were they very two most important transportations.

Anchor Level 1-B

The response:

- Shows a very limited understanding of the task
- Makes vague references to some of the documents
- Presents no relevant outside information
- Includes vague facts, examples, and details (connecting New York City with the Great Lakes; shipping goods to all cities) and includes several inaccuracies (the western area made their own raw materials; the Erie Canal was because it ran from one end of the United States to the other)
- Includes a brief introduction and conclusion that do not refer to the theme of economic growth

Conclusion: Overall, this response best fits the criteria for Level 1. Although it mentions the Erie Canal and the transcontinental railroad, it fails to connect them to economic growth in the 19th century.

During the 19th century, the construction of the Erie Canal and the transcontinental railroad led to the economic growth of the United States.

The construction of the Erie Canal was definitely good for the United States because before people couldn't travel up the Hudson River to Lake Erie but now you can. It also took less time to ride that than to take a horse and ride it on a dirt road. It was less money to ride the canal than to go on the roads. They also used less animals than before. The Erie Canal also became the largest sea port in America and it moved more goods than Boston, Baltimore and New Orleans combined.

The transcontinental railroad also led to the economic growth because it helped a lot of western cities grow economically. It helped bring many raw materials from the west to east world cities.

Life during the Great Depression were harsh. In this essay, this will ~~show~~ tell you how life was back then. This essay will also tell you about the Erie Canal.

The Great Depression started when the government was making the wrong government decisions. People were losing lots of money. Most people had to live in one room apartments. There was enough ~~space~~^{room} for a bed and a couple people.

~~Some~~^{Some} people lived on the streets. Many people died from ~~accidents~~ diseases. Kids would steal just to eat. The people could not take baths. When people lost their jobs they would sell things like apples just to get some money.

The Erie Canal was a good way to ship food and other materials. It would ship things like lumber, minerals, livestock, and grain. People used this canal more than the Rail Roads. They used it more because it was faster and cheaper.

The canal would be pulled by two mules. The dirt road was also slower. ~~The mules would be~~ The mules would be

on opposite sides and would be on the side of the canal.

These were some examples on how the ~~depp~~ Great Depression was harsh. These were some example on how the Erie Canal was a better way for transportation for materials and goods. It showed how people suffered through the ~~Great~~ ^{Great} Depression. ~~This showed~~

In the 19th Century, the construction of one of the first major means of trade and transportation took place. The building of the Erie Canal and transcontinental railroad led to a wide spread of economic growth in America.

The ~~Erie~~ Erie Canal was built in New York State. This canal connects Albany and Buffalo. Buffalo is located right next to ~~the~~ Lake Erie and Lake Ontario. Albany is connected to the Hudson River (doc 3) which goes north down into New York City. The ~~Erie~~ Erie Canal was built to make an easier trade route between these three major cities in New York State. It did just that because only fifteen years after the canal opened, New York ^{City} went from being the fifth largest city sea port to being the most important one and exporting the most. New York City moves more goods than Boston, Baltimore, and New Orleans combined. (doc 1) In document 2 it shows how long freight takes on the canal compared to the dirt road. The canal takes a line boat with two mules. If you go by the dirt road it costs a hundred dollars a ton. So the dirt road trip was way more expensive and expensive the canal saved New York State

a lot of money and time. The Erie Canal also brings in money. This wasn't very easy to build and it took a long time. For many years it was called Clinton's ditch. Many immigrants worked on this and during the process this turned out to be very wonderful for New York.

The transcontinental railroads were also very important in our states' social and economic growth. We have rail roads all over our country today. Including the early rail road that went from the Central Pacific to the Union Pacific. This railroad went through many important cities and states along the Pacific (Doc. 4). As shown in document 4, our population was increasing in major cities such as San Francisco. There were more factories and industries were going up in the Pacific. The rail roads helped get these raw material and supplies throughout the central and eastern and western parts of our country. (Doc. 6) There is and was like a step the western had the raw material like the wood, pigs, grain, mineral and other live stock. This was taken by the rail

roads to the midwestern. Here the live stock were turned to bacon, ham, lard, the wood was turned to lumber for houses, and the grain was milled to flour. Then these supplies were shipped to the eastern cities where they turned to manufactured goods, and were sold. This was all shown in document six. The very railroads were not always good though. Many farmers did not like them because they were loud and as they went by they would scare the cattle. Besides any people traveled on the early railroads because they were uncomfortable to ride in and along the railroad to many immigrants helped build and these took a long time and it was very hard work.

The Erie Canal and Transcontinental railroad helped in the 19th Century economically through trade. They still help through trade today but we have other forms also. These were the first two forms of transportation in America that lead to major economic growth.

During the 19th Century, the construction of the Erie Canal and the transcontinental railroad led to an economic growth of the United States. The Erie Canal provided a way for goods to be shipped faster, easier, and less expensive. From the Erie Canal, goods could be sent to Omaha where the beginning of the Union Pacific began the transcontinental railroad (Document 4). Before the canal or railroads were built, many people relied on the, now "old fashion" way, of a horse and carriage. However, this took much longer and also created problems. Many times, wagon wheels broke on the muddy trails and swollen rivers kept people from reaching their destination. Also, because the trip took so long, needed provisions such as food and water needed to be taken along, which took up extra space. Disease was also a problem faced by people who had to take the journey to bring goods to another part of the United States; A major problem that arose before the use of railroads and canals, was the shipping of cattle to the east and mining in the west. Mexican vaqueros taught cattle hands how to

ship cattle to the east. Many times, however, cattle would become scared and start a stampede that could kill the cattle hand. This was a very dangerous job that was later fixed by the construction of the transcontinental railroad. Another problem arose with the miners in the west. Many times, miners found themselves needing new tools and having to ship their findings, but there was no way to do so. These and other problems led to the amazing construction of the Erie Canal and the transcontinental Railroad. In 1825, the Erie Canal made the industries of New York, especially the seaports, a huge increase. Commercial ships began traveling north up the Hudson to Lake Erie. The new waterway connected the Atlantic Ocean to the Great Lakes. It caused a major increase in industry along the Hudson River and made New York's ports and harbor more valuable. In the mid 1800s, New York found itself and its seaport growing rapidly and surpassing the industry of other major cities. Within 15 ^{yrs.} New York began selling more and more goods than it ever had. (Document 1)

Traveling on the Erie Canal was more

time efficient, it costed less. Travel time was cut by more than one half and saved a lot of money for shipping. (Document 2)

The Erie Canal and transcontinental railroad also ~~more~~ helped many people in the west receive needed supplies as well as for the east.

The east tended to have major cities with factories that could turn raw materials into finished products.

The east was a little more developed in terms of their way of life. The factories in the east could receive raw materials quickly from the west by railroad and boat, make a product, and then ship that product(s) to the west just as fast as they west sent the raw materials. The

economy was also growing because more people were working in factories, populations in the

western cities were growing fast, and technology was expanding. In the west, cattle could be

sent by railroad and be turned into beef and steaks quickly and cheaply. No more cattle

hands were needed to take on such a rough job. Miners were able to ship their findings in mines

on railroads and receive more tools. Populations

began growing everywhere as the United States was being occupied by more people. The transcontinental railroad provided the west to expansion and development. More jobs were opening up as people became conductors and captains.

As you can see, the development of the Erie Canal and transcontinental railroad provided many advantages. Goods could be shipped quickly and cheaply, job opportunities opened up, the United States was open to expansion, major cities near railroads populated and grew and people could travel easier. These new technologies were time and money efficient and opened the United States to endless possibilities. People all over the US were able to contribute and receive goods they wanted which helped the economy of the US as a whole increase dramatically.

During the 19th century, the construction of the Erie Canal and the transcontinental railroad led to the economic growth of the United States. The Erie Canal made it easy to ship cargo and trade around the United States. Boats could travel north up the Hudson. It also made it easy to travel from Albany to Buffalo. The transcontinental Railroad made trade and population grow in the 1860's, and the 1870's.

The Erie canal made trade less expensive and a lot faster. It would take ~~8~~ 8 days to reach and come back to Albany to Buffalo. While it took about 21 days on a dirt road. To travel the canal for trade would cost 10 tons while on a dirt road \$100/ton, to feed the horses and get food and fix the wagon if it broke. The canal or lake formed a border between Canada and New York.

The transcontinental Railroad started at Omaha, the Union Pacific. It ended at Sacramento the Central Pacific. The population of western cities sprang up within 3 years. Denver went from 2,603 to 106,713. Omaha went from 1,883 to 147,450. The population growth was caused by the trade growth in these countries. From the west the railroad

eastward such raw materials such as lumber, minerals, livestock and grain. The processed goods were shipped by railroad ~~the~~ to the eastern countries. In turn, came manufactured goods, which were sold to the Westerners.

So in turn you can tell how the railroads and the construction of the Erie canal brought an economic boom to the economic growth of the United States during the 19th century.

Practice Paper A—Score Level 2

The response:

- Addresses the task in a limited way
- Makes limited use of documents 1, 2, 3, and 6
- Presents no outside information
- Includes few facts, examples, and details (lower costs; less time; increased economic growth of western cities) and contains inaccuracies (Erie Canal became the largest seaport in America)
- Demonstrates a general plan of organization
- Introduces the theme by repeating the historical context and lacks a conclusion

Conclusion: Overall, the response best fits the criteria for Level 2. The treatment of the task is uneven with very little discussion of the transcontinental railroad.

Practice Paper B—Score Level 1

The response:

- Shows a very limited understanding of the task
- Makes vague references to documents 1, 2, and 6
- Presents no relevant outside information; includes extraneous information about the Great Depression
- Includes vague facts, examples, and details and contains several inaccuracies (people used the canal more than the railroads)
- Demonstrates a general plan of organization
- Does not refer to the theme of economic growth in the introduction or the conclusion

Conclusion: Overall, this response fits the criteria for Level 1. It exhibits extremely limited understanding of the theme of the impact of the canals and railroads on economic growth.

Practice Paper C—Score Level 4

The response:

- Addresses both aspects of the task by discussing how the Erie Canal and the transcontinental railroad led to the economic growth of the United States
- Incorporates accurate information from all the documents
- Incorporates relevant outside information (Clinton’s Ditch, immigrants worked on the canal; railroads were loud and scared cattle; early railroads were uncomfortable to ride on)
- Includes relevant facts, examples, and details (connecting New York City with the Great Lakes; expansion of cities; lower costs and less time; coast-to-coast movement of freight)
- Is a well-developed essay, demonstrating a logical and clear plan of organization
- Introduces the theme by establishing a framework that is somewhat beyond a simple restatement of the task and concludes with a summation of the theme

Conclusion: Overall, the response fits the criteria for Level 4. This response is especially strong in the integration of material from the documents. However, the outside information is stated, but is not analyzed.

Practice Paper D—Score Level 5

The response:

- Thoroughly addresses both aspects of the task by discussing the impact of the Erie Canal and the transcontinental railroad on the economic growth of the United States.
- Incorporates accurate information from all the documents
- Incorporates relevant outside information (drawbacks of early modes of transportation; difficulties of shipping goods before the development of railroads; impact of the canal and railroad on people and development; spread of diseases as people traveled)
- Richly supports the theme with many relevant facts, examples, and details (Erie Canal connected the Atlantic and the Great Lakes; lower cost; shipment of raw materials on the railroad; growing populations in western cities)
- Is a well-developed essay
- Introduces the theme by establishing a framework that is beyond a restatement of the historical context and concludes with a strong summation

Conclusion: This response best fits the criteria for Level 5 by clearly demonstrating the economic impact of the Erie Canal and the transcontinental railroad on the economic development of the United States and its population in the 19th century. The discussion weaves the two transportation innovations together and includes an analytical discussion of how each new mode of transportation affected the United States as a whole. One minor error “No more cattle hands were needed to take on such a rough job” should not distract from the overall quality of this otherwise solid essay.

Practice Paper E—Score Level 3

The response:

- Addresses both aspects of the task in a limited way
- Incorporates information from all the documents
- Incorporates no relevant outside information
- Includes some facts, examples, and details (less time; lower costs; increase in western population; increased shipping of cargo) and contains some inaccuracies (canal or lake formed a border between Canada and New York; refers to Denver and Omaha as countries)
- Is a satisfactorily developed essay with a general plan of organization
- Introduces the theme by establishing a framework that is beyond a restatement of the historical context and concludes by repeating theme

Conclusion: Overall, this response best fits the criteria for Level 3. The discussion is more descriptive than analytical.

Grade 8 Intermediate-Level Social Studies

Descriptions of Performance Levels

Performance Level	Range of Final Scores	Descriptions
4 Meeting the Standards with Distinction	85–100	Shows evidence of superior understanding of the content and concepts and of the skills required for intermediate-level achievement in each of the learning standards and key ideas assessed in social studies. Shows evidence of superior ability to apply the social studies content, concepts, and skills required for entering secondary academic environments.
3 Meeting the Standards	65–84	Shows knowledge and understanding of the content and concepts and of the skills required for intermediate-level achievement of the five learning standards that are assessed in social studies. Shows the ability to apply the social studies content, concepts, and skills required for entering secondary academic environments.
2 Not Fully Meeting the Standards	44–64	Shows only minimal knowledge and understanding of the content and concepts and of the skills required for intermediate-level achievement of the five learning standards that are assessed in social studies. Shows only minimal knowledge of the social studies content, concepts, and skills required for entering secondary academic environments.
1 Not Meeting the Standards	0–43	Is unable to show proficiency in understanding the content and concepts and proficiency in the skills required for intermediate-level achievement in any or most of the learning standards and key ideas assessed in social studies. Is unable to show evidence of an ability to apply the social studies content, concepts, and skills required for entering secondary academic environments.

Specifications Chart

DOCUMENT-BASED QUESTION	STANDARDS/UNIT
Effects of the construction of the Erie Canal and the transcontinental railroad on the economic growth of the United States in the 19th century	Standards 1, 3, and 4: United States and New York History, Geography, and Economics Unit 7: An Industrial Society

Grade 8 Intermediate-Level Social Studies Test — June 2003 Chart for Determining the Final Test Score (Use for June 2003 test only.)

To determine the student's final score, locate the student's essay score across the top of the chart and the total Part I, Part II, and Part IIIA score down the side of the chart. The point where those two scores intersect is the student's final test score. For example, a student receiving an essay score of 3 and a total Part I, Part II, and Part IIIA score of 62 would receive a final test score of 79.

Essay Score	Total Part I, Part II, and Part III A Score																						
	0	0.5	1	1.5	2	2.5	3	3.5	4	4.5	5	0	0.5	1	1.5	2	2.5	3	3.5	4	4.5	5	
0	0	3	6	8	11	13	16	18	20	22	24	35	45	46	47	48	50	51	52	53	55	56	57
1	2	5	7	10	12	15	17	19	21	23	25	36	46	47	48	49	51	52	53	54	56	57	58
2	4	7	9	12	14	16	19	21	23	25	27	37	46	48	49	50	51	53	54	55	56	58	59
3	6	8	11	13	16	18	20	22	24	26	28	38	47	48	50	51	52	53	55	56	57	59	60
4	7	10	12	15	17	19	21	23	25	27	29	39	48	49	51	52	53	54	56	57	58	59	61
5	9	12	14	16	19	21	23	25	27	28	30	40	49	50	51	53	54	55	56	58	59	60	62
6	11	13	16	18	20	22	24	26	28	29	31	41	50	51	52	53	55	56	57	59	60	61	63
7	12	15	17	19	21	23	25	27	29	31	32	42	51	52	53	54	56	57	58	59	61	62	64
8	14	16	19	21	23	25	27	28	30	32	33	43	52	53	54	55	56	58	59	60	62	63	64
9	16	18	20	22	24	26	28	29	31	33	34	44	53	53	54	55	56	57	59	60	61	63	64
10	17	19	21	23	25	27	29	31	32	34	35	45	54	55	56	57	58	59	61	62	64	65	66
11	19	21	23	25	27	28	30	32	33	35	36	46	55	56	57	58	59	60	62	63	64	66	67
12	20	22	24	26	28	29	31	32	34	36	37	47	56	57	58	59	60	61	63	64	65	67	69
13	21	23	25	27	29	31	32	34	35	37	38	48	57	58	59	60	61	62	64	65	66	68	70
14	23	25	27	28	30	32	33	35	36	38	39	49	58	59	60	61	62	63	64	66	67	69	71
15	24	26	28	29	31	33	34	36	37	39	40	50	59	60	61	62	63	64	65	67	69	70	72
16	25	27	29	31	32	34	35	37	38	40	41	51	60	61	62	63	64	65	66	68	70	71	73
17	27	28	30	32	33	35	36	38	39	41	42	52	61	62	63	64	65	66	67	69	71	72	74
18	28	29	31	33	34	36	37	39	40	42	43	53	62	63	64	65	66	67	69	70	72	73	75
19	29	31	32	34	35	37	38	40	41	43	44	54	63	64	65	66	68	70	71	73	74	76	78
20	30	32	33	35	36	38	39	41	42	44	45	55	64	65	66	67	69	71	72	74	75	77	79
21	31	33	34	36	37	39	40	42	43	45	46	56	65	66	67	69	70	72	73	75	76	78	80
22	32	34	35	37	38	40	41	43	44	46	47	57	66	67	68	70	71	73	74	76	77	79	81
23	33	35	36	38	39	41	42	44	45	47	48	58	67	68	69	71	72	74	75	77	78	80	82
24	34	36	37	39	40	42	43	45	46	48	49	59	68	69	70	72	73	75	76	78	79	81	83
25	35	37	38	40	41	43	44	46	47	49	50	60	69	70	71	73	74	76	77	79	80	82	84
26	36	38	39	41	42	44	45	47	48	50	51	61	70	71	72	74	75	77	78	80	81	83	85
27	37	39	40	42	43	45	46	48	49	51	52	62	71	72	73	75	76	78	79	81	82	84	86
28	38	40	41	43	44	46	47	49	50	52	53	63	72	73	74	76	77	79	80	82	83	85	87
29	39	41	42	44	45	47	48	50	51	53	54	64	73	74	75	77	78	80	81	83	84	86	88
30	40	42	43	45	46	48	49	51	52	54	55	65	74	75	76	78	79	81	82	84	85	87	89
31	41	43	44	46	47	49	50	52	53	55	56	66	75	76	77	79	80	82	83	85	86	88	90
32	42	44	45	47	48	50	51	53	54	56	57	67	76	77	78	80	81	83	84	86	87	89	91
33	43	45	46	48	49	51	52	54	55	57	58	68	77	78	79	81	82	84	85	87	88	90	92
34	44	46	47	49	50	52	53	55	56	58	59	69	78	79	80	82	83	85	86	88	89	91	93
		45	46	48	49	50	51	53	54	55	56	70	79	80	81	83	84	86	87	89	90	92	94
			46	48	49	50	51	53	54	55	56	71	80	81	83	84	86	87	89	90	92	93	95
				46	48	49	50	52	53	54	55	72	81	82	84	85	87	88	90	91	93	94	96
					46	48	49	51	52	53	54	73	82	83	85	86	88	89	91	92	94	95	97
						46	48	49	51	52	53	74	83	84	86	87	89	90	92	93	95	96	98
							46	48	49	50	51	75	84	85	87	88	90	91	93	94	96	97	100